

The Hongkong Telegraph.

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NEW SERIES No. 5749

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WEDNESDAY, APRIL 22, 1908

三拜禮 號二十二月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit:
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L3,750,000).
RESERVE FUND FL. 5,376,375 (about L448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalang, Patokoran, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radjah (Achese), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
" 6 do. 4% do.
" 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

Head Office—HONGKONG.

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.
E. G. Goss, Esq., Deputy Chairman.
E. G. Barrett, Esq., E. Shellen, Esq.
G. F. Frieland, Esq., R. Shewan, Esq.
A. Fuchs, Esq., H. A. W. Slade, Esq.
C. S. Gubbay, Esq., H. K. Tomkins, Esq.
C. R. Lennemann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 27th March, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [27]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNTS:
On Fixed Deposits for 12 months, 4% per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.
Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsienlu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Watschauer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNTS:
DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. PERA On 24th } Freight only.
Capt. W. W. Cooke, R.N.R. } April.

SHANGHAI { DELTA About 30th } Freight and
Capt. C. L. Daniel April. } Passage.

LONDON, &c., via usual Ports { DEVANHA and May, } See Special
Capt. T. H. Hyde, R.N.R. } Noon. } Advertisement.

For Further Particulars, apply to F. J. ABBOTT,
Acting-Superintendent.

Hongkong, 20th April, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

FINEST GROUND

COFFEE

IN 1LB. TINS.

ROASTED & GROUND ON OUR PREMISES.

We Guarantee the Absolute Purity of our

and JAVA Beans—only.

FRESH GROUND DAILY.

LANE, CRAWFORD & CO. [8]

CHAMPAGNES, HOCKS & MOSELLES, SHERRIES, BRANDIES, GINS, WHISKIES, VERMOUTHS, BITTERS, LIQUEURS, CLARETS, BURGUNDIES, ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central. [40]

Hongkong, 11th April, 1908.

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS, 1, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked Another Lot of NEW SPRING GOODS. Direct from Paris. [41]

CHAMPAGNE. G. H. MUMM & CO. THE MOST POPULAR WINE.

Can be had in the following qualities: EXTRA DRY (Gout Americain). BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATS-HAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 583 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation, and are

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M. Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the— HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Hongkong Hotel. [6]

Hotels.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

Telegraphic Address: "CHEF" HONGKONG. Telephone No. K4. O. E. OWEN, Proprietor.

VICTORIA HOTEL, (TELEGRAMS—VICTORIA—SHAMKIN), SHAMKIN, CANTON, ON THE BRITISH CONCESSION, H. HAYNES, Manager.

MACAO HOTEL, (TELEGRAMS—FARMER—MACAO), MACAO, CHINA, IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS. Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN, PLUNKET'S GAP, the PRAIA, near the TRAIN TERMINUS Tel. 56. For Terms, &c., apply to the MANAGER. [5]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE. Military Band during dinner on Saturday Nights. A. F. DAVIES, Manager. [3]

Hongkong, 21st June, 1907.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES. STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality. Bath to Every Room. Hot and Cold Water Throughout. Hotel Launch Meets all Steamers. Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO— THE MANAGER & AGENT

Mails.

NORDDEUTSCHER LLOYD,

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

MANILA, NEWGUINEA, BRIS-
BANE, SYDNEY and MEL-
BOURNE "PRINZ WALDEMAR" THURSDAY,
Capt. W. v. Senden 5 P.M., 23rd April.

YOKOHAMA and KOBE "PRINZ SIGISMUND" About FRIDAY,
Capt. D. Lenz 1st May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, YARRA Sellier 27th April, afternoon.
MARSEILLES, via PORTS
Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from
Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.
For further particulars, apply to

I. MILLET,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th April, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by
Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS
VERY FINE AND EXHILARATING.

For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 26th March, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAU" 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Sundays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

Hongkong, 28th March, 1908.

BARRETTO & CO.,
Agents.

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARQUILLER STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 20th June, 1904.

Dr. M. H. CHAN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1901.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft. bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Odes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamer.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half April	JAVA	Second half April
TJIMAH	JAVA	Second half April	AMOI	First half May
TJIPANAS	JAVA	First half May	SHANGHAI	First half May
TJILIWONG	JAPAN	Second half May	SHANGHAI	Second half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bill of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 21st April, 1908.

Intimation.

IMPERIAL BREWING COMPANY,
LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

Hotel.

KAMAKURA KAIHIN IN
HOTEL,
KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy
distance of Yokohama and Tokyo, will be opened during April, under European
management.

Charges moderate.

Special terms for families.

Apply—

E. APPEL, Manager.

Hongkong, 14th April.

LORCHAS AND SIDLIGHTS.

One of the principal troubles of skippers
trading to the port of Bangkok is the way in
which lorchas taking cargo to Koh-i-Chang
and Angkor blunder about the lower reaches
of the river and outside the Bar without side-
lights, or, for that matter as often as not, with-
out any visible lights at all, says the *Siam Free
Press*. The existing Regulations for Naviga-
tion in Siamese waters provide that all lorchas
shall carry lights, but it is safe to say that
more lighters treat the regulations practically
as they were non-existent than obey them.
The general complaint of the captains of
steamers visiting Bangkok is that just as they
are arriving off the Bar and when their
navigation demands the utmost care, un-
wieldy lighters suddenly crop up under their
bows and show no light (all they are nearly run
into). If they do have lights these latter are
hid from view either by the sails or by being
hid in the little shanty occupied by the steers-
man, and in most cases, even were they visible,
they would be by no means powerful enough
for the purpose for which they are intended.
There are at present no less than three
cases pending in local Law Courts in
which owners of steamers are being sued
for damages by owners of lighters as a re-
sult of collisions. These cases are at present
sub judice, but the fact of their existence would
go to show that the masters of vessels have
grounds for complaint on their side. They
urge, and apparently with some degree of
justice, that the lighters should be compelled
to carry both mast-head and side lights, as all
other vessels of any size are bound to do the
world over, the reason being that without side-
lights, it is quite impossible to tell precisely what
course the lighter is following and thus be in a
position to avoid the chance of accident. They
claim that this absence of side-lights has been
the cause of a good deal more than half of the
collisions which have taken place off the
Bangkok Bar and suggest that when a new
edition of the Harbour Regulations is issued, it
shall contain provisions dealing with the matter,
which is one of growing importance now that
so much cargo is shipped or discharged into
lighters at Koh-i-Chang or Angkor. It is
satisfactory to learn that this will probably be
done in the not far distant future.

NEW YORK'S LATEST SENSATION.

ITS CONCERN OVER THE PRINCE DE SAGAN.

New York, March 23.

Everybody is asking is the Prince de Sagan
here? Has Anna Gould seen him? What will
Count de Castellane do?

The former Countess de Castellane arrived
in this country last Thursday. The first thing
she did was to give a categorical denial to the
report that she intended marrying the Prince
de Sagan, who, having eluded his friend the
marquis, was pursuing her across the broad
Atlantic.

At least, that was the route taken by a
gentleman resembling the prince, and calling
himself "Monsieur Thompson," but with De
Sagan on his luggage.

MYSTERIOUS DINNER PARTY.

The reporters soon cottoned on to the fact
that a mysterious foreigner who was concealing
his identity was staying at a small hotel a
stone's throw from the Waldorf. Last night he
took a taximeter to the house of Mr. Tyler
Morse. Two veiled ladies arrived at the same
time in a motor-car. They were Mrs. Anna
Gould and Miss Helen Gould.

Having convinced themselves that the gentle-
man in the taximeter was the Prince de Sagan,
they saw visions of a romantic thriller de-
corating the columns of the morrow's news-
papers. They rose to the occasion famously,
with the result that there is practically no other
news to-day, outside the advent of Count de
Castellane's rival, — and, let me add, the
oddy-expressed disclaimer on the part of one
of the ladies who attended the dinner, Miss
Helen Gould issued the subjoined denials,
which, if the Prince de Sagan really was one
of Mr. Morse's guests last night, he will read
with some little astonishment:

Miss Helen Gould wishes to deny the story
of the dinner party with the Prince de Sagan.
The present Prince is not even in this country.
She thinks he is a very good man to remain on
the other side.

MR. MORSE'S DENIAL.

Mr. Morse promptly denied the soft impeach-
ment that he was entertaining a royal guest
unawares; it was his London brother, leader.
Meanwhile "Mr. Thompson" caught the train
to Washington before day-light, flinging fierce
denials in a French accent right and left.
However, the Canadian immigration author-
ities, to it is stated, any they passed, through
Prince de Sagan at Quebec on Saturday. The
reporters seem baffled. They are interviewing
cabmen, hotel porters, butlers, and policemen
galore.

If Mrs. Gould has come to her native land
to seek relief from the gossip of the French
capital, there appears to be little doubt that
the newspapers will make her life a burden for
her until they run "Mr. Thompson" and his
pedigree to earth.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER
Hongkong Telegraph Co., Ltd.
Hongkong 10th September, 1906.

Public Companies.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the
THIRTY-FIFTH ORDINARY
YEARLY MEETING of the SOCIETY will
be held at its Head Office, No. 2, Queen's
Buildings, Hongkong, TO-MORROW, the
23rd April, 1908, at Noon, for the purpose of
receiving the Report of the Directors together
with the Statement of Accounts to 31st
December, 1907, and of declaring Dividends,
&c.

The TRANSFER BOOKS of the Society
will be CLOSED from 13th April to the 23rd
April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 22nd April, 1908. [355]

THE CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-
SECOND ORDINARY MEETING
of SHAREHOLDERS in the above Company
will be held at the Head Office, No. 2, Queen's
Buildings, Hongkong, TO-MORROW, the
23rd April, 1908, at 12.30 P.M., for the purpose
of receiving the Report of the Directors, to-
gether with Statements of Accounts to the 31st
December, 1907, and of declaring Dividends,
&c.

The TRANSFER BOOKS of the Company
will be CLOSED from the 9th April to the 23rd
April, both days inclusive.

By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.

Hongkong, 22nd April, 1908. [356]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the
above Club will be held on SATUR-
DAY, the 25th April instant, at 12.30 P.M., at
the Offices of the Jockey Club on the ground
floor of the Hongkong Club Annex, Chater
Road.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 10th April, 1908. [406]

GREEN ISLAND CEMENT CO., LTD.

THE NINETEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the Company will be held in
the Office of the General Managers, St.
George's Building, Victoria, on SATUR-
DAY, the 25th April, 1908, at 11 o'clock A.M.
for the purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st December,
1907, declaring a Dividend and electing
Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from SATURDAY, 18th
April, until SATURDAY, 2nd April, both
days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th April, 1908. [407]

THE HONGKONG ELECTRIC CO., LD.

NOTICE is hereby given that the NINE-
TEENTH ORDINARY GENERAL
MEETING of the SHAREHOLDERS will
be held at the Company's Office, St. George's
Building, on SATURDAY, the 2nd May, at 12
o'clock Noon, for the purpose of presenting the
Statement of Accounts to 31st February, 1908,
and electing Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 18th April to 2nd May,
both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th April, 1908. [421]

Notices of Firms.

NOTICE.

MR. SIDNEY MICHAEL is authorised
to Sign the Name of our Firm, per
Procuration, from this date.

J. R. MICHAEL & Co.
Hongkong, 15th April, 1908. [423]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 21st July, 1907. [427]

THE

CHINA PROVIDENT LOAN AND

MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.

Undertaken and Executed by
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908. [428]

Intimation.

Wm. Powell, Ltd., ALEXANDRA BUILDINGS.

Everything
for
Children's
Wear:

SMART
MODELS
FOR
PRESENT
WEAR



SUN HATS.
GIRLS' HATS.
CHILDREN'S
MILLINERY.

Wm. POWELL,
LTD.,
Des. Vœux Road,
and
28, Queen's Road,
HONGKONG.
Hongkong, 18th April, 1908.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on
SATURDAY,
the 25th April, 1908, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
SUNDY VALUABLE
HOUSEHOLD FURNITURE.

Comprising:—
DOUBLE and SINGLE IRON BED-
STEADS and MATTRESSES, TEAK-
WOOD WARDROBES with BEVELLED
GLASS, OVERMANTELS with BEVELLED
GLASS, MARBLE TOP WASHSTANDS,
DOUBLE TEAKWOOD WARDROBES
with BEVELLED GLASS, TAPESTRY-
COVERED DRAWING ROOM SUITE,
GLASS, CROCKERY and E.P. WARE,
CARPETS, COOKING STOVE and UTEN-
SILS, &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 21st April, 1908. [438]

To Let.

TO LET.

A HOUSE in KNUXTFORD TERRACE,
Kowloon.

No. 3, CANTON VILLAS

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st April, 1908. [159]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon,
Immediate Possession.

Apply to—

A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 23rd March, 1908. [177]

TO LET.

CHAMBERS in No. 2, WYNDHAM
STREET, late Hotel Baltimore, rent
moderate.

First Floor of No. 6, QUEEN'S ROAD,
Central, containing 6 Rooms and Servants'
Quarters.

ONE ROOM with Verandah and a SMALL
ROOM on the Second Floor of No. 8 Des
Vœux Road CENTRAL, above our office,
suitable for Business Premises or Dwelling.

Apply to—

DAVID SASSOON & Co., Ltd.
Hongkong, 6th April, 1908. [257]

ONE FOUR-ROOMED HOUSE, at
PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd.
Hongkong, 21st March, 1908. [138]

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Vœux Road
Central (formerly occupied by Messrs. Shewan,
Tomes & Co.)

Apply to—

THE COMPTON DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.
Hongkong, 14th February, 1908. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 168, Des Vœux
Road next to the Hongkong Hotel.

FLATS in MOKKTON TERRACE.

OFFICES on TOP FLOOR, No. 2, CON-
NAUGHT ROAD, facing the Cricket
Ground.

No. 10, DES Vœux ROAD CENTRAL

HOUSES in WONG-MEI-CHONG ROAD.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 10th April, 1908. [169]

TO LET.

4-ROOMED HOUSES in GAP ROAD near
the Race Course within easy access to the
Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DELL
BUILDINGS, No. 147, Wanchai Road.

Apply to—

PERCY SMITH & SETH.
Hongkong, 16th December, 1907. [72]

TO LET.

NO. 4 and 8, LEIGHTON HILL
ROAD.

Apply to—

HONGKONG AND KOWLOON
LAND AND LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126]

PAUL BRE'ING COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 6th July, 1907. [65]

ANOTHER TRADE-MARK CASE.

DECISION OF THE JAPANESE PATENT
BUREAU.

The decision is published in the *Official
Gazette* of the Patent Bureau in the petition of
the representative of the firm of Johann Faber,
pencil manufacturers of Nuremberg, Germany,
against Shigemi Ryoto, No. 52, Shiomachi,
3-Chome, Osaka, for the invalidation of the
registration of trade-mark No. 26,902.

The petitioner demanded that the registra-
tion of the trade-mark in question, owned by
respondent, be declared invalid. The grounds
for the claim are as follows:—Respondent obtained
under date August 7, 1906, the registration of
his trade-mark No. 26,902, for all kinds of
printing and writing inks, state-pencils, rubber
erasers, fountain pens, inkstands, blotting pads,
penholders, &c., enumerated under Group 49
of the Regulations for the Operation of the
Trade-Mark Law. It was evident from the
provisions of Article 11 of the same law that,
the object being the protection of traders,
the right of the exclusive use of a trade-
mark should not be granted to one who did
not carry on a trade. Respondent had no
trade of his own; he was merely an employé
of Fukui Teijiro, No. 44, Hirano-machi, 2-
chome, Osaka. He had, therefore, no interest
whatever in the exclusive use of a trade-mark.
Possibly respondent might maintain that he
had obtained the registration of the trade-
mark in question preparatory to the opening of
business, but such an excuse could not hold
good as his trade-mark was registered a year
ago. Even taking it for granted that the
trade-mark was valid, the rubber eraser
enumerated among articles intended to be
identified by the respondent's trade-mark
was identical with rubber pens and pen-
cils, with rubber eraser attached, even bearing
the same trade-mark as that registered by
petitioner in register No. 10,594 on March 11th,
1898. Respondent's trade-mark, therefore,
came under the category of No. 4 of Article 2
of the Trade-Mark Law, and its registration
should be cancelled.

Respondent contended that he obtained the
registration of his trade-mark lawfully for the
purpose of using it for selling printing ink and
other articles in which he was dealing and he had
never discontinued the business. The article
for which his trade-mark was used was rubber
eraser, and petitioner's article was a pen. They
were not therefore identical.

In deciding the case the tribunal points out
that it is not necessary in law for one to carry
on a trade in order to obtain registration of
trade-mark, so that if it was a fact that respondent
had no trade at the time he obtained the
registration of the trade-mark in this
on "ink account," the rubber pen and rubber
eraser could be regarded as identical
articles, as urged by petitioner. The peti-
tioner's trade-mark No. 10,594 applied to the
rubber eraser with pencil, while the trade-
mark in this case was used for rubber eraser
not attached to a pencil. It therefore followed
that the contention of petitioner that the trade-
mark in this case was used for rubber eraser,
and comes under the purview of No. 4 of Article
1 of the Trade-Mark Law, does not hold good.
For the reasons cited, the demand of petitioner
is dismissed.

RECORD LAWSUIT.

LONG, S. KENT IN PREPARATION.

A case which has in its preparation involved
a sum of close upon £30,000 is engaging the
attention of Mr. Justice Phillimore and a special
jury in the King's Bench Division. On March
16th, although it had reached its eighth hearing,
only the first witness had been called. Nineteen
others are to follow, and the case may continue
for another twenty or thirty days, at an
estimated cost of between £500 and £600 a day.

"Wyler and another v. Lewis" is the record-
breaking action in question. It involves the
question of certain South African concessions,
and bristles with so many legal and technical
difficulties that even experts have occasionally
been placed in a quandary. Such a labyrinth
of evidence has presented itself that a brief
outline of the essential facts occupied three
clear days, and another four were required to
lead through the voluminous documents which
affect the case.

These papers have become a serious em-
barrassment to the court. By the third day
counsel's table groaned; by the fourth every
possible nook and cranny in the court was
littered with them; and, by the fifth, seeing
that the papers steadily accumulated, the offi-
cials in despair set aside a consultation room
for their reception. Here a clerk is busily
evolving order out of chaos as agreements and
deeds shower upon him.

To the imposing array of counsel engaged
the case may, it is humorously suggested, be-
come more a question of physical endurance
than of legal argument. An idea of the great
cost of such lengthy litigation is conveyed by
the appended table:

	Counsel.	Retainer.	Daily Refresh.
Sir Edward Carson, K.C.	1,000	1,000	100
Mr. Rufus Isaacs, K.C.	1,000	1,000	100
Mr. Montague Lush, K.C.	750	750	75
Mr. G. F. Hobler, K.C.	750	750	75
Mr. J. G. Joseph	400	400	40
Mr. George Wallace	400	400	40
Mr. C. F. Lloyd	300	300	30
Mr. B. A. Cohen	150	150	15

For daily consultations the leading counsel
charge £10 each, in addition to their other fees.
The shorthand report of the proceedings costs
£50 daily, and the jurymen are paid a guinea
a day.

Intimations.

THE EDISON KINETOSCOPE.

17, QUEEN'S ROAD CENTRAL.

CONTINUOUS PERFORMANCE EVERY DAY.

FROM 2 TO 6, AND 7 TO 11 P.M.
PROGRAMME ONE HOUR—ADMISSION AT ANY TIME.
Prices 20 cts., 30 cts. and 40 cts. Children half price.

ENTIRE CHANGE OF PROGRAMME EVERY WEEK.

Hongkong, 15th April, 1908. [445]

WANTED.

SITUATION as HOTEL MANAGER,
ASSISTANT or SECRETARY. Four-
teen years' experience in the East.

1st Class reference.

Address—

"ROTYAHC,"

C/o this Office.

Hongkong, 21st April, 1908. [436]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar
at pupil's residence.
Evening engagements for Dances and
Concerts.

Apply to—

E. J. LOPES.

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908. [322]

WHERE ARE YOU GOING?

WHY, TO CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL,

Where I am sure to find the best

FRENCH BOND NS,

LIQUEURS,

BURGUNDY,

BORDEAUX,

CHAMPAGNE

and

CLARET.

Hongkong, 20th January 1908. [53]

50 PER CENT
LESS.

WE WILL SELL OUR ENTIRE
STOCK OF

BICYCLES and

ACCESSORIES

at 50 % less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Vœux Road.

Begin from TUESDAY, the 3rd

MARCH.

Remember we will Remove to our

Shops on the 7th inst.

DRAGON CYCLE
DEPOT,

11, D'AGUILAR ST.

Hongkong, 2nd March, 1908. [54]

A WONDERFUL DISCOVERY.

This is the age of reason, and experiment, when
all superstitions are discarded, and the sciences
of the mind and body are being developed. Science
has indeed made giant strides during the past
century, and among them the discovery of the
human mind is one of the most important.

THERAPION.

This preparation is unquestionably one of the most
valuable and reliable of the modern era. It is
composed of the most potent and effective
ingredients, and is the result of the most
careful and scientific research. It is the only
preparation of its kind, and is the only one
which has been found to be effective in the
treatment of all the most serious and
dangerous diseases of the human mind and
body. It is the only preparation which has
been found to be effective in the treatment
of all the most serious and dangerous
diseases of the human mind and body.

THERAPION.

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the result of the most careful and scientific
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serious and dangerous diseases of the human
mind and body.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamers

"OCEANA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. India,
From Persian Gulf, ex D.I.S.N. and E. &
P. S. N. Co's Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 22nd inst., at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godown.

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 15th April, 1908. [17]

THE "SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, AND STRAITS.

THE Steamship
"DENBIGHSHIRE,"

Captain Hall, having arrived from the above
ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 21st inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, 21st inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th April, 1908. [424]

AMERICAN AND MANCHURIAN LINE.
NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.
THE Steamship

above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd inst. will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, 22nd inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th April, 1908. [431]

HAMBURG-AMERIKA LINE.
THE H. A. L. Steamship

"SEN GAMBIA,"
Captain Eckhorn, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery
of their goods from alongside.

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY
SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED.

ALEXANDER, DUNDEE

NOTICE.
All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Lee Street, Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.

The rate per quarter and per annum, proportional. The daily issue is delivered free when the ad is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue in any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 22, 1928.

WHEN THE OPIUM COMMISSION REPORTS.

In view of the fact that the Opium Commission which has been sitting in London for some months has now concluded its labours and presumably framed the report which will be published in due course, it is not inopportune to anticipate the general tenor of the recommendations which will be submitted to Parliament. In the first place it must be kept in mind that the Nonconformist conscience is holding high revel in Imperial politics at the present time, and however much one may appreciate the general programme of the Liberals there is no getting away from the fact that sentiment forms an important if unacknowledged factor in their projected reforms. So far as their domestic policy is concerned we in Hongkong are not in any way concerned, but when it comes to legislation which affects the financial resources of the Colony then it is time for us to keep a sharp eye on the measures likely to be introduced in the House of Commons. On the question of opium, it is certain that not one in a thousand in England has the faintest conception of what it implies. Those who have heard of the opium traffic judge of it from the writings of de Quincey or the unfinished tale of Edwin Drood. The few who have studied the matter at first hand have usually come with a prejudiced mind, receptive to the views of the minority and

eager to express their biased opinion. The opium trade does not affect the electorate of the United Kingdom in the smallest degree. If it were eliminated from the list of imports the Budget would not suffer in any way. The vast majority of the electors never saw an opium pipe, far less the prepared article, and their views on the subject are as hazy as their ideas regarding the inhabitants of Mars. But swayed by fanatical eloquence it is quite possible that they may be induced to support any indictment framed against the trade in the drug and clamour for enactments against its use—especially as they will not be personally affected one way or the other by reformative measures. What does it matter to them that a large section of the population in India is dependant on the returns accruing from the cultivation of the poppy? Or that the Straits Settlements, Hongkong and Shanghai are vitally interested in the financial side of the matter? They have nothing to lose, and it is exceedingly pleasing to one's self-respect to be philanthropic at the expense of somebody else. We are all philanthropists at heart, so long as it does not touch our own pockets, and the British elector is one of the finest examples of "unctuous rectitude," as Cecil Rhodes put it, that is to be found in existence. Assuming, then, that the report and recommendations of the Opium Commission are adverse to the perpetuation of the trade, it is probable that Parliament will insist that it be summarily extirpated. And the Far Eastern colonies will not be allowed to have a say in the matter. One benighted anti-opiumist said in the House of Commons that any loss which the Colonies might sustain as the result of the moral reform achieved by the interdiction against the use of and traffic in opium would be covered by the British people, but that is a story which has to be off-repeated and put into actual cash before it can be entertained. Is it to be believed that the blunt British workman would support any proposal which would divert part of his contribution to the Imperial exchequer in the direction of the Far Eastern colonies? And to support that system year in and year out? Unless human nature in the United Kingdom has greatly changed in recent years we are afraid that such a consummation is out of the question altogether. If there is to be any loss at all that loss must be borne by the long suffering Crown Colonies in this hemisphere, and by the Indian Empire. The burden of raising the revenue required to meet the deficit caused by the extinction of the Opium Farm and the loss of business occasioned by the embargo on the trade will fall upon the people of the Far East. At the present time the revenue of the Colonies is being used for the necessary improvements neglected. If that is the case now, what will it be when something like a million and a half dollars are withdrawn from the Colonial treasury, without any consideration whatsoever being given in exchange? The subject is one which must cause the Government of the Colony the keenest concern. It must be an ever present nightmare to the conscientious official who has the prosperity and the welfare of the Colony at heart and who is not merely working out the time allotted to qualify for a pension. In Singapore the question is no less acute, and the *Free Press* in dealing with the same subject from the same point of view observes that were the opium trade to be stopped it would mean, "if nothing intervened to better the economic position and stimulate our commerce, the opening of an era of deficits. Already has the Government endeavoured to improve its finances by an increase in the Stamp duties. From all we hear the fresh taxation is considered, irksome and harassing, and the trouble imposed on a trading community in complying with the provision of the Ordinance is too great in proportion to the additional revenue thus raised. Surely at a time of slack and slackening trade care should be taken to avoid placing additional burdens on the community. Such a time, so far as that can be effected, should be accounted an opportunity for the remission of taxation, or at any rate of leaving things alone. If, however, the excise revenue is interfered with, so far as opium is concerned, some means must be found of deriving the same amount of income from that section of the community which would no longer, in the same degree at least, contribute the revenue provided by opium consumption. The other direction in which an approximate adjustment between revenue and expenditure may be attained is by retrenchment." Our contemporary scouts the idea of retrenchment, and recalls a previous experience when a Governor was sent out with orders to cut down expenses in every department. "Obedient to his mandate, education was starved, public works reduced to mere maintenance, and, as regards roads, not nearly that, and in every direction heads of departments were compelled to cut down their estimates to a ruthless minimum. It requires only a little consideration to see how injuriously this reacted upon revenue, and how a result retrenchment but created further reasons for retrenchment. That was a chapter in our history we are all only too glad to forget." And the same thing would

prove true of Hongkong. Of course a benevolent Imperial Government might permit the military contribution which amounts to 20 per cent of the revenue, exclusive of land sales (which form an insignificant item) or about \$1,000,000, but we cannot hope for such generosity, nor should we consider it as a possible road to salvation. The only solution will be fresh taxation, and that taxation must be so apportioned that it will not diminish the prosperity of Hongkong as a free port, so that when we come down to the point it must be raised by the residents in the Colony. In Singapore the probable effects of Imperial legislation against opium are, smothering in the minds of the thoughtful section of the community. They should be continually kept before the eyes of the people of Hongkong, for the difficulty will have to be faced, unless politics in Great Britain take a sudden and unexpected turn of which there seems to be but little likelihood. "Enough has been said," to quote our contemporary, "to indicate that the financial condition of the Colony and the coming changes in that condition call for the continuous watchful observation of all concerned for the welfare of the Colony."

MANILA & HONGKONG.

At last our friends in Manila have found the saving grace of sanity. No longer are they cocksure that Manila is destined to be the distributing port for China, or that Hongkong and Shanghai are doomed to fade into insignificance. On the contrary, they are ready to confess that it is highly improbable Manila will ever be able to hold up its head with Hongkong on the basis of the shipping tonnage entered, and although that is but a half-hearted admission it is sufficient. Not so very long ago, it was the pride and the boast of every good Manila man that his port would in rather less than 50 years eclipse Hongkong, that all China would look to Manila for their foreign goods, and that even London and New York would cast envious eyes on the American Colony in the Far East. Indeed, we remember reading an official report on the future of Manila as a port in which the highly optimistic writer saw visions of great steamship lines vying to visit Hongkong and adopting Manila as their terminus. The entrance to the port was to be dredged and deepened and all the defects of nature were to be remedied by the genius of mankind. It was a fine picture, the official cliché, but it was not exactly convincing. It was too elaborate, it resembled youth's ambition, run riot—it made one's glasses have been removed and the vista is viewed more soberly. Referring to the tonnage which enters Hongkong every year, our contemporary observes, a trifle patronisingly perhaps, but still graciously: "We do not begrudge our neighbour his place of pre-eminence, rather do we congratulate it on its success. Nevertheless, we trust the time is coming when, if we may not challenge Hongkong for its place among the world's leading shipping centres, we may at least more nearly approximate its position." No one would object to such a laudable desire, and we can cordially wish Manila every success. Especially must we be cordial when we read: "That Manila will ever rival Hongkong as a busy port hardly needs disclaimer. In spite of our dreams and our maps in which Manila figures as the distributing centre of the Orient, we can never hope to compete with the British shipping emporium. The inexorable logic of geography is against us. A glance at our shipping reports, also, wherein we are confronted with the fact that the net tonnage of the foreign vessels entering Manila during the fiscal year 1927 was only 59,936 and the tonnage of those cleared 147,133, also tells the story of impossible achievement." But the motto of Manila must be *Nil desperandum*, and our contemporary puts the position in a nutshell when it says: "Nevertheless, there is no need to be discouraged. We are making progress and though the day may never come when Manila will be able to hold up its head with Hongkong on the basis of shipping tonnage entered, we believe the day is coming when it will surpass that port in other ways which tell in the making of a 'great city.' Hongkong has a past; we are only entering on our 'future.' There is nothing like optimism, and so long as Hongkong stands where she does to-day we can and will rejoice to see Manila the 'great city' of our neighbour's dream, for the simple reason that the prosperity and advancement of Manila must mean increased prosperity to Hongkong. Therefore, to adopt Glasgow's wail—'Let Manila flourish.'

A TOKYO dispatch of 16th inst. says:—The national conference which has been held at Osaka by representatives of the clearing houses and banks, the two Elder Statesmen, Marquis Matsukata and Marquis Iwano, being in attendance, reflect the general want of confidence in the Government's financial policy. "Public bonds are declining to an abnormal extent," says a consequence of the exceptionally high rate offered for the disposal of conversion of the bonds.

LOCAL AND GENERAL.

PRINCE Ho, the Resident General, returned to Seoul on 16th inst.

THE English mail of the 21st March was delivered in London on the 18th inst.

REPORTS from Taxi Tien, which is situated about 60 li up the Han river, state that the entire surrounding district is flooded and many houses have been washed away, causing considerable loss of life.

IN the Chief Justice's Chambers yesterday order was made on the application of Mr. Hastings Hastings to wind up the affairs of the Hongkong Milling Company. Mr. H. Y. Chard was appointed the official liquidator.

RETURN of visitors to the City Hall Library and Museum for the week ending the 19th April, 1928:—

	Library.	Museum.
Non-Chinese	261	249
Chinese	103	1,895
Total	365	2,105

It is intended, shortly to carry out the following measures regarding the suppression of opium:—(1) To urge the Viceroy and Governors of provinces to establish anti-opium bureaux. (2) To send officers to every province to find out the number of opium smokers. (3) To draw up a set of regulations for the punishment of officials who are slack in the suppression of opium.—N. C. D. News.

AN interesting pamphlet, describing the main features of the two new Pacificaviations which were recently launched to the order of the Toyo Kisen Kaisha, has been received by us from Mr. Silverstone, the agent in Hongkong. The new vessels, *Tonyo Maru* and *Chiyu Maru* which are each of 14,000 tons, will both be placed on the run from Hongkong to San Francisco this year and should prove valuable and popular additions to the Japanese mercantile marine.

THIS morning, at the Police Court, a coolie giving the name of M. S. was charged with stealing \$153 worth of valuables from 63, Robinson Road—the residence of Mr. A. Babington. The stuff consisted of one clock, two silver trays, one ash tray, one flask and stand, eight silver spoons, two table spoons, one tape measure and an umbrella. The accused admitted the charge. It appears that he entered the house at about two o'clock this morning and made the haul unknown to the inmates. Policeman (25) O'Sullivan, who was on duty in Caine Road, saw accused approaching him with a bag slung over his shoulder, and getting suspicious, stopped him. He was removed to the Central Police Station where he confessed to the robbery. Mr. J. K. Wood passed sentence.

CUSTOMS officers raided the C.P.R. liner *Empress of Japan* last month at Vancouver and confiscated silk to the value of \$500. The raid was the result of a complaint lodged earlier in the day by a visitor to the ship, who was accused by some of the Chinese crew and offered some silk. "It is well known," says a Victoria paper, "that the Celestials do quite a bit of this illicit trading on boats running from the Orient, and the *Empress of Japan* is no exception to the rule. They exercise great discrimination, however, and it is very seldom the Customs Department can secure evidence. In this case the Chinaman offered this silk to a person who had a strong idea of his duty to his country, and he laid the information. About 4 o'clock two officers boarded the liner, accompanied by the master-at-arms, conducted a search which resulted in the silk being taken possession of."

FROM some unknown source we have received a triplicate picture post-card which is also an illustrated guide to Hongkong, two of the cards being given up to views, while another shows a plan of the city. On the back there is an itinerary for the benefit of the holidaying tourist and it is entitled "Hongkong in a few hours." We should be rather inclined to head it, "How to see Hongkong in four and a quarter minutes," because the visitor who follows out the programme so thoughtfully prepared will find himself whisked round the hill and aboard ship again before he has had time to blink his eyes. He is supposed to start from the Hongkong Hotel in a chair, next minute he is in Garden Road glancing at the Cathedral and taking in, with his left optic, the Infatigable racks. While at the Cathedral, he is told, in parenthesis, to spare a few minutes viewing the Botanical Gardens, but that is not at all necessary. Then he ascends the Peak, glances hastily at the landscape, if there is any in sight, and returns as quickly as possible to Bowen Road. Off again in a chair to Happy Valley and back to Hongkong in a ricksha, and he can then conscientiously say that what he hasn't seen of Hongkong is not worth seeing. No time is left for refreshments, nothing allowed for the necessary half-way house, no provision made for the lady who wishes to compose a sonnet on the Peak or Byron and the Isles of Greece. No consideration whatever given to anybody but the gentleman who is "doing" the world in record time. The post-card advertises copoly in particular, unless it be the chair coolies, whose charge is stated to be 10 cents per quarter of an hour. We should like to be present when a stout American offers a couple of chair coolies ten cents after a fifteen minutes' ride. As we have said, the post-card has emanated from the unknown "for favour of review" and we can only trust that the author of the lightning itinerary will not hold himself responsible for any party who follows the instructions and ends up with a headache and a broken back.

SUSPECTED MURDER.

"BOY" FOUND DISMEMBERED ON OFFICE VERANDA.

At about 6.30 o'clock last evening a "boy" in the service of Mr. S. G. Fenton, of Messrs. Butterfield and Swire, was found lying in a pool of blood on the office veranda with life nearly extinct. He had been the victim of a most atrocious assault which left him partially dismembered. A knife, covered with blood, which was found near the body, was evidently the instrument with which the deed was committed. Police Sergeant Garrod was immediately called to and assisted in the removal of the "boy" to hospital, where he died. He was being admitted. His body was then removed to the mortuary. Investigation, so far, has failed to disclose a reason for the assault, although one of the office "boys" has been placed under arrest on suspicion of having been implicated in the crime.

THE STRIKE AT CANTON.

LAUNCH-OWNERS GAIN THE DAY.

[From Our Own Correspondent.]

Canton, 18th April.
With reference to the general strike of the Chinese steam-launches here as reported yesterday, the Kwochow Prefect, by order of the Viceroy, accompanied by the two district magistrates of Nanchow and Panyu, proceeded to the Dutch Folly and sent for the launch-owners and persuaded them to resume business as soon as possible. These officials have assured the launch-owners that the case would be settled satisfactorily, but the latter persisted in their attitude of passive resistance until the Viceroy issued a notification to inform them that the inspection of Chinese steam-launches would no longer be conducted by Customs officers and that their launches would hereafter be inspected by the Shiao Hui Kue officials.

This afternoon the launches resumed running as usual.
It is now ascertained from the launch owners that, as they were not satisfied with a certain Customs officer, a native in connection with the survey of launches, Taotai Ngai Hon, by order of the Viceroy, he appointed Cheung Pui Yuen to jointly inspect Chinese launches with Customs officers; but they found that Cheung did not carry out his duties in an efficient manner, and they also persisted in bringing alleged charges against the Customs officer. As they failed to secure a redress of their grievance they were obliged to suspend business, with the intention of threatening the officials. Great agitation was felt among the people here on the occasion, the Canton Self-Government Society sent out special circulars to call a meeting for to-day to discuss the matter.

20th April.

sequence of the strike here on the 17th instant, the Canton Self-Government Society hastened to convene a meeting to take place on the following day to discuss the question; but on the morning of the day appointed, the authorities had settled the case satisfactorily by transferring the inspection of the Chinese steam-launches to the Shiao Hui Kue officials from the Customs authorities, so that there was only very little discussion concerning the question at the meeting, though it was attended by a large number of people. The majority was of the opinion to petition the Viceroy for permission that the Steam Launch Guild be allowed to engage a Chinese certificated engineering student to survey Chinese launches.

A THRILLING DEATH.

VICTIM OF A TRUCK ACCIDENT DIES AFTER LONG SUFFERING.

On the 6th instant, the reader will remember two truck coolies were arraigned before Mr. J. P. Wood, on charges of reckless driving and injuring a ricksha coolie. It appeared that the two coolies who were in charge of the vehicle lost control of it while coming down the Graham Street incline. The truck broke away and careered into Queen's Road. At the foot of Graham Street sat a ricksha coolie, half asleep, on the footboard of his ricksha, waiting for a fare. The truck struck the ricksha amidships, tearing it over, and demolishing the hood and one of its wheels. The ricksha coolie landed on the broad of his back in the middle of the road. The force of the impact caused the truck to swerve round and come to a halt against a telephone post. From information we have gathered to-day, we learn that one of the truck coolies—there were four in charge of the truck—has since died as a result of this accident. It was reported to the police that when the truck came into collision with the telephone post one of the coolies, whose name could not be obtained, was knocked down, dragged, and jammed against the post by the shafts of the vehicle. Unknown to the police, he was removed by his friends to the hospital, where he succumbed yesterday from his serious injuries. It was not until this morning that the police at headquarters became aware of the fact that two men had been injured in this runaway.

A BANDAKIAN correspondent writes:—The Japanese, started active operations some ten days ago, and has already proved its ability to more than do its ordained work. It has exceeded its builders' guarantees, and that with comparative ease. The casting of the new compressor cylinder by the China-Borneo Co. has much to their credit, turned out entirely successful, and the whole plant is now running with comparative smoothness. The soda water here, proved to be eminently satisfactory, and there is little fear that the concerta will prove a success.

The Japanese Boycott.

FEELING AT AN AUCTION SALE.

At an auction sale in the Colony yesterday, a lot of two Japanese screens was put up for sale. The first bid was offered by a Chinese man, and when bidding was proceeding for the next couple of seconds a voice was heard in the crowd: "Japanese screens." It was instantly echoed by a number of other Chinese present. At this stage the bidding by the Chinese would-be purchasers stopped dead, and it was taken on by a few of the Europeans present, to one of whom the Japanese screens were knocked down.

SPREADING THE BOYCOTT.

[From Our Own Correspondent.]

Canton, 21st April.
Every year during the months of May and June the West River usually rises considerably, which endangers the navigation, to a great extent, of the junks plying on the river. The committee of the Canton Foreign Mission Hospital, in view of accidents to the junks, have bought several hundred life-buoys to be distributed among the junk people. While it is known that the distribution of these buoys to the junks is a beneficent act, it is also curious to learn that each of these buoys bears the motto "Memorial of National Disaster."

MARINE PRODUCE.

It is ascertained from Chinese merchants here that, during the past ten days, the importation of Japanese marine produce has decreased to some extent for the Canton market. A female doctor, surnamed Cheung, has suggested to the Canton Self-Government Society that for health sake one should not partake of the marine delicacies, such as dried cattle fish, awabi, oysters, etc., as they are not easily digestible. This, no doubt, will add more or less to the feeling for boycotting Japanese marine produce.

TRANSPORT "DUFFERIN."

DEPARTURE FROM HONGKONG.

The R.I.M.S. *Dufferin* will sail at 11 a.m. on 25th instant. Shipment of heavy baggage will commence at 9 a.m. on 24th instant. Embarkation will take place in the following order on 25th instant:—

8 a.m.—No. 4 Co. H.K.S. Bn. R.G.A.
8.30 a.m.—Details H.K.S. Bn. R.G.A.
9 a.m.—Followers from North China attached to 13th Rajputs.

CANTON DAY BY DAY.

VICEROYAL TOUR.

Canton, 21st April.
H.E. the Viceroy has long been desirous of proceeding to the West River to make a tour of inspection along the waterways as far as Wuchow and then to return by water to East River. Admiral Li Chuan, will accompany His Excellency on the tour on the 24th instant.

SUNNING RAILWAY.

The Canton-Hankow Railway Company has objected to the proposal of the Sunning Railway Company to extend the Sunning railway from Kung Yick Fui market to Kongmoo and thence to Faishan, on the ground that the Sunning Railway Company has not the privilege of building any other road beyond the line from Sam Gap Hoi Hou to Kung Yick Fui, and all other roads in the surrounding districts of Canton will be built by the Canton-Hankow Railway Company as branches to the trunk line of the Canton-Hankow Railway.

A NAVAL BASE.

The Viceroy has received instructions from the Ministry of War at the Capital to inquire if any place in the Kwangtung province is adaptable for a naval base. The Viceroy has suggested that the Ha Po island in the prefecture of Weichow may be suitable for the purpose.

CANTONESE MERCHANTS.

The special Commissioner, H.E. Yang Si Chi, who was deputed to investigate the commerce in the South of China and in the Straits Settlements, has memorialised the Throne that most of the Chinese residing in the various ports where he has been, are found to be Cantonese, and he recommends that the title of Imperial Commercial Ta Chen (High Commercial Commissioner) should be given to the Canton Viceroy in order to empower him to have a direct control over Chinese merchants and to give them the necessary protection. It is ascertained from the native merchants here that since the beginning of the year trade in nearly every branch is considerably depressed and many shops have been closed. It is not expected that any better outlook will be apparent in the next few months to come.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kutlug*) 26th inst.
Indian (*Ouyang*) 29th inst.
Indian (*Kunming*) 1st prox.
American (*Princess Mary*) 1st prox.
German (*Prinz Sigismund*) 2nd prox.
Canadian (*Empress of China*) 6th prox.
The Boston S. S. Co.'s *Kumamoto* left Yokohama for Kobe on 21st inst.
The S.S. *Empress of Japan* left Kobe for Hongkong on 21st inst.
The Boston S. S. Co.'s *Kumamoto* left Yokohama for Kobe on 21st inst.
The S.S. *Empress of Japan* left Kobe for Hongkong on 21st inst.

Telegrams

"HONGKONG TELEGRAPH" SERVICE

THE JAPANESE BOYCOTT.

ADMIRAL LI CHUN BLAMED.

[By courtesy of the "Sheung Po"]

Peking, 21st April.

It is rumoured here that the Japanese attach to Admiral Li Chun blame for the boycott in Canton.

POPPY IN CHINA.

ANNUAL REDUCTION IN CULTIVATION.

[By courtesy of the "Sheung Po"]

Peking, 21st April.

The Board of Civil Affairs has decided on the annual reduction in the acreage of land under poppy cultivation in China.

The Board has, accordingly, memorialized the Throne to that effect.

SIR ROBERT HART.

DEPARTURE FROM PEKING.

[By courtesy of the "Sheung Po"]

Peking, 21st April.

Sir Robert Hart, Inspector-General of the Chinese Imperial Maritime Customs, took his departure from Peking on the 20th inst.

CHEKIANG RAILWAY.

APPOINTMENT OF BRITISH ENGINEER-IN-CHIEF.

[By courtesy of the "Sheung Po"]

Peking, 21st April.

The Chekiang Railway Co. has decided to appoint a Britisher as the Company's engineer-in-chief.

[Reuter's.]

Italy and Turkey.

London, 20th April.

Italy's demands from Turkey include a right for foreigners to acquire property in Turkey, and a cessation of the obstructions in the coasting trade.

The *Tribuna* states that Italy has kept the Powers informed re the Post Office negotiations, and even Germany has recognised her demands as well founded and her attitude correct.

Prince Buelow re-expressed this view in his conference with Signor Tittoni on Friday. The fleet sails to-day.

Later.

Eleven Italian warships are proceeding to the Levant, commanded by Admiral Grenet; the squadron includes the *Regina Elena*, commanded by the Duc d'Abuzzi.

The Italian newspapers hint at a possible occupation of the Island of Algean, and expect that a naval demonstration will be made against Smyrna.

The demonstration has surprised Europe, as it was not preceded by any intimation of the existence of a dispute, and it is regarded as of great significance, in view of the presence of the Kaiser in the Mediterranean and Prince Buelow's visit to Rome.

The position regarding the French Coal Mining Co., The Societe de Heracle, threatens to assume a critical aspect.

It is stated that the French Embassy has notified the Porte that they will exact £500 for every day's delay of the settlement, as well as Frs. 14,000,000 for compensation and losses to the Company through the attitude of the Porte.

M. Constans has had an audience with the Sultan.

A SETTLEMENT.

The Ottoman Ambassador has visited Signor Tittoni, and intimated that if Italy only demanded the establishment of post offices in the five towns where foreign post offices already are, there was no reason to treat Italy differently to other countries; the Ambassador added that the Porte had not conceded its right in reference to post offices, and that any future proceedings concerning them would include Italy.

Signor Tittoni expressed his satisfaction. The naval demonstration has been countermanded.

Captain E. Shepherd of the *Chiang-Chao* pleaded guilty before Mr. Colman, J.M.D. magistrate, at Singapore on 18th inst., to carrying immigrants without a qualified medical practitioner. He was fined \$10 and costs. The doctor had a Hongkong qualification.

JAPANESE YARN.

EFFORTS FOR RESTRICTION OF PRODUCTION.

A meeting was held on the 9th instant of the committee of the Japan Cotton Spinners' Association, when a resolution was adopted relating to the restriction of the output of yarn, reports the *Japan Chronicle*. The resolution is to be laid before the regular general meeting of the Association on the 17th instant. The resolution recommends that the mills should suspend night work for three months between May 1st and October 30th next, so far as the circumstances of each mill would allow, in order to reduce the production of coarse yarn in 10 counts and below, thus acting in compliance with the suggestion of the Shanghai Cotton Yarn Guild. Mills will be allowed to discontinue the operation of a certain number of spindles instead of the suspension of night work. In the latter cases it will be necessary to suspend the operation of spindles to the extent of not less than 27½ per cent. of the number for six months in order to bring such mills into line with those abolishing night shifts for the time. It is further recommended that those mills engaged in weaving should suspend the operation of a reasonable number of spindles for spinning yarn for fabrics for home use.

The Kanegafuchi Spinning Company has decided to construct a new mill at Sumoto, Awa, and the work is to be shortly commenced. For the encouragement of the enterprise the Sumoto people have agreed to make a grant to the company of about 20,000 tubs of land reclaimed from the Sumotogawa, and the purchase of an additional area of about 4 cho of land adjoining has been made on easy terms. It may be remarked that the Kanegafuchi have already one mill on the island near Sumoto. The new mill is to be devoted to the production of fine yarn and shirtings. It will be fitted with 20,000 spindles and 500 looms, and is expected to be completed in eight months.

A FURTHER DECLINE.

Despite all the efforts made by the cotton spinners—limitation of output, the issue of prize tickets, and a conference to maintain prices—the yarn market continues to decline. The boycott of Japanese goods in China, the depression in the cotton-weaving industry in Japan, and the generally unfavourable financial condition are regarded as the main causes of this serious state of things. On Tuesday, 7th inst., the lowest point on record was reached in the quotation for June delivery on the Osaka Yarn Exchange. The closing quotations on Tuesday are compared with the closing rates on the preceding day as follows:—

	Monday	Tuesday
April delivery	¥103.05	¥102.35
May delivery	102.15	103.51
June delivery	101.81	103.01

BONN'S SALES CONDEMNED.

Tokio April 16.

The *Jiji Shimpō*, speaking of the sale of bon-bearing Japanese cotton yarns in China, describes such a course of action as harmful and ineffective, and exhorts the spinners patiently to await the natural recovery of the market.

This journal suggests that reduction of the amount of cotton produced would be better policy than bon-bearing sales.

The *Hochi Shimbun*, while depicting any appeal to the English Chamber of Commerce, hopes that the Japanese spinners will take other, and moderate, means than those of bon-bearing sales for the relief of the yarn trade.—*N. C. D. News*

A QUER COMMERCIAL ARTIST.

One of the most remarkable commercial artists of our time has been the attempt of the Japanese yarn merchants to foster their trade in China by resort to a lottery, writes the *Manila Times* editorially. The trade, never very strong, was in stagnant condition, and when some genius suggested an appeal to the cupidity and gambling instinct of the Chinese the idea was taken up with avidity. The result was that lottery tickets were placed in the yarn packages and the scheme was launched with a flurry of advertisement at Shanghai.

Angry protests were immediately forthcoming from the foreign merchants and particularly from the British. It was understood that the prizes were to be in money and the consular and municipal authorities at Shanghai took action against the scheme as illegal. To this the association of Japanese yarn spinners replied that the prizes were to be in yarn and pleaded that the law was therefore not violated.

The Japanese consul openly fought the project, reporting adversely on it to his government, and now the Japanese Foreign office and the Japanese Interior department have taken the question up. The latter have made it very clear that they are against continuing the scheme and it will probably be dropped.

Meantime the commercial storm stirred up on the China coast gains in violence. The Hongkong Chamber of Commerce has just applied to the chambers of London, Liverpool, Bradford, Glasgow, Manchester, Shanghai, and Tientsin to assist in drawing the attention of the British Government to the unfair menace to British trade, to the end that there be diplomatic action.

Time and events continue to operate against that alliance.

A TOKYO despatch states that the British steamer *Glenfury* chartered by the Toyo Kisen Kaisha, and the steamer *Kanada* under which are on the company's South America line, were recently subjected to oppressive treatment at a port in Chile, at the hands of Chilean health officials. The Toyo Kisen Kaisha has presented to the Foreign Office in Tokyo reports from the Captains of the two steamers on the matter, and has applied that steps be taken for the prevention of the repetition of such offences.

HONGKONG GYMKHANA CLUB.

SECOND MEETING.

The programme of the second meeting to be held at the Happy Valley, on Saturday, 16th May, 1918, (weather permitting), is as follows:—

1.—3 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5, and prize: \$35. Half entrance fees to go to winner.

2.—1.20 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—For China ponies subscription griffins of this season 1917-1918 non-winning runners at the Hongkong Jockey Club meeting 1918. Weight for inches as per scale. Winners at the 1st Gymkhana meeting this season 7 lbs. extra. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5, 1st prize: The Off Day Cup, presented by G. K. Hall Brutton, Esq., and prize: \$75. (Entrance fees to go to winner.)

3.—3.40 p.m.—TENT PEGGING.—For China ponies. Best of three runs. 3 points for a carry; 2 for a draw and 1 for touch. Points will be deducted for lack of pace. Entrance fee \$1. 1st and 2nd prizes presented by the Club. Post entries will be accepted for this event.

4.—4.10 p.m.—WELTER RACE.—About half a mile, round a post and in. For China pony hacks and polo ponies passed as such by the committee of the Club. To be ridden by riders who have never won an official race in Hongkong or China. Catch weights over 13 st. Open to members of the Jockey Club and Polo Club and members of both services as well as to members of the Gymkhana Club. Winner of the Welter Race at the first meeting 14 lbs. extra. Competitors must pass the post leaving same on their left. Entrance fee \$5, 1st prize presented, and prize: \$25. (Entrance fees to go to winner.)

5.—4.30 p.m.—FIVE FURLONG FLAT RACE.—For all China ponies. Weight for inches as per scale. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5, 1st prize: A Cup presented, and prize: \$15. (Entrance fees to go to winner.)

6.—4.50 p.m.—FROM THE TWO-MILE POST ONCE ROUND AND IN FLAT RACE.—For China ponies subscription griffins of any season and all ponies entered in the Hongkong Griffin Stakes and the Tientsin Stakes at the Hongkong Jockey Club Meeting 1918. Weight for inches as per scale. Winning ponies at any official meeting other than subscription griffins of this season 1917-1918 and ponies entered in the Hongkong Griffin Stakes at the Tientsin Stakes at the Hongkong Jockey Club Meeting 1918 of one race 7 lbs. extra; of two or more races 12 lbs. extra. Non-winning subscription griffins of this season 1917-1918 and non-winning runners in the Hongkong Griffin Stakes and the Tientsin Stakes at the Hongkong Jockey Club Meeting 1918 allowed 7 lbs. Winner of a subscription griffin race at the 1st Gymkhana meeting this season to carry 3 lbs. extra. Penalties accumulative. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5, 1st prize: A Cup presented, and prize: \$15. (Entrance fees to go to winner.)

7.—5.20 p.m.—OAK MILE AND A QUARTER FLAT RACE, HANDICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5, 1st prize: A Cup presented, and prize: \$15. (Entrance fees to go to winner.)

Entries close to the hon. secretary, Hongkong Gymkhana Club, on Saturday, the 9th May at the Hongkong Club at 7 p.m.

Entrance fees must accompany entry, otherwise entry will not be accepted.

Entries for events Nos. 1, 3, 5, 6 and 7 must state name, colour, and height of pony, also racing colours.

Entries for event No. 4 must state name of pony.

Post entries will be accepted for event No. 3.

Forms of entry may be had on application to the hon. secretary or at the Hongkong Club. Tea will be provided in a special stand for members of the Gymkhana Club and their lady friends.

R. F. O. MASTER,
Hon. Secretary.

Hongkong, 31st April, 1918.

CHU TAI, an accountant, residing at 273, Queen's Road Central, was charged at the Police Court this morning, before Mr. J. H. Kemp, J.M.D., with assault causing bodily harm to his wife. It appeared that during an argument on the 26th instant the defendant threw a full of boiling water on the wife, the result, injury necessitating her removal to the Nepean Hospital, from which she was discharged this morning. The accountant was fined \$5 and ordered to pay the plaintiff \$10 compensation.

RAUB GOLD MINING CO.

MONTHLY REPORT.

General Manager's Report for 4 weeks ending March 28.

The mine measurements and assay results of prospecting work shows a total of 974 ft. for the period (4 weeks) under review, made up of 43 ft. sinking, 194 ft. driving, 429 ft. cross cutting and 309 of surface prospecting as against a total of 648 ft. for the previous five weeks.

MINES.

Koman.—540 ft. Level, Drive South. This end has been extended from 16 to 26 ft. The lode 52 in. wide assays 14 dw. per ton. 540 ft. Level, Drive North.—This has been driven 15 ft. making a total of 24 ft. The lode 55 in. wide is worth 21 dw.

440 ft. Level South, No. 1 Winze.—This has been deepened 19 ft. making total depth 95 ft. and has been connected to the 540 ft. level.

440 ft. Level North, Drive South on Footwall Portion.—To this has been added 14 ft. making a total of 141 ft. The lode 60 in. wide is worth 81 dw.

240 ft. Level South on Footwall portion South of main crosscut.—This has been driven 18 ft. making a total of 114 ft. The end carries mixed matter only 54 in. wide and valueless.

34 ft. Level North Hanging Wall Leader.—This has been advanced 14 ft. making a total of 214 ft. The lode 54 in. assays 11.50 dw.

340 ft. Level South Drive in Slope.—To this has been added 12 ft. making a total of 42 ft. The lode 56 in. gives a value of 8 dw.

240 ft. Level North Drive in Branch from Slope.—14 ft. has been driven bringing the total to 164 ft. The lode 61 in. wide averages 7 dw. Cross cutting for slope filling, 226 ft.

Stopes.—The following have been worked:—Above the 440 ft. Level: 1 stope, lode 93 in. wide and worth 7.00 dw.

Above the 340 ft. Level: 2 stopes, lode 93 in. wide and worth 3.00 dw.

Above the 240 ft. Level: 2 stopes, lode 94 in. wide and worth 6½ dw.

STOKE MINE.

New Shaft.—This has been sunk 21 ft. making a total depth of 48 ft.

160 ft. Level, Drive South.—This has been driven 30 ft. making a total of 624 ft., the lode 84 in. wide assays 17½ dw.

160 ft. Level, Drive North.—This has been taken from 245 to 264 ft. There is no change and work has been stopped.

161 ft. Level Drive North, East Lode.—This has been re-started and driven 7 ft. making a total of 92 ft. The lode 24 in. wide assays 2 dw.

Cross cutting for slope filling—176 ft.

Stopes.—Above the 160 ft. level, 1 stope, lode 80 in. wide and worth 12 dw.

B. MALACCA.

No. 2 Level South of No. 2 Shaft.—This has been driven 13 ft. making a total of 128 ft. The lode 24 in. wide gives 1 dw. per ton.

No. 3 Level South of No. 1 Shaft.—This has been extended 16 ft. bringing the total to 198 ft. The end carries mixed matter only.

Cross cutting for slope filling.—27 ft.

Stopes.—Above the No. 2 Level, 1 stope, lode 52 in. wide and worth 4 dw.

On Surface.—108 ft. of prospecting work, such as pit sinking, cross cutting, and driving has been done.

From the Wilfley tables 15½ tons of concentrates have been won worth 2.99 or. per ton.

MILL RETURNS.

Koman.—40 Stamps, ran 28 days less 1.31 days for repairs and clean up.

Stone Koman 1470

Stope 1372 2842 tons.

Huntington Mill, ran 28 days less 2.7 days for repairs and clean up.

Crushing 1020 tons.

Total tons crushed 3862.

Amalgam Retorted Smelted Gold.

40 Stamps 2450 863 853.537

Huntington Mill 212 70 69.000

Totals 2662 933.7 922.537 ozs.

Average yield per ton 477 dw.

Value of tailings .68 "

B. MALACCA.

No. 1 Mill ran 24 days' Crushing 1756 tons

II " 24 " Surface ore and 203 tons Miao ore.

Total 1959 tons.

Amalgam Retorted Smelted Gold.

489 1509 157.021

Average yield per ton 1.65 dw.

Totals Tons 5821.

Amalgam 3151.00 ozs.

Smelted Gold 1079.537.

Average Fineness 923.34.

Yield 3709 dw.

W. H. MARTIN.

General Manager.

JAPANESE beer exported to South China is chiefly the production of the Dai Nippon Beer Company, but the annual exports for Shanghai, Hankow, and Hongkong are not more than 15,000 cases, the majority being shipped to Shanghai and Hankow. In Hongkong and Kwangtung the demand for Japanese beer is small, and is practically confined to supplying the wants of Japanese residents. Chinese and foreigners in China seem to prefer German beer. Last year the Dai Nippon Beer Company sent a commission to South China—Hongkong and Kwangtung—to investigate whether it was not possible to induce the Chinese to forsake German beer for Japanese, and as a result of the inquiries made it was found that there was a possibility of selling some 15,000 cases this year in South China. Arrangements were made accordingly, but the outbreak in Hongkong and Kwangtung of the agitation for the boycott of Japanese goods has frustrated the scheme for the time being. It is reported that the company has decided to improve its position by sending a commission to Singapore, Penang, and other places in the Straits to investigate the possibilities of inducing the Chinese to forsake German beer for Japanese.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAITAN,"

Captain T. S. Roach, will be despatched for the above Ports, on SUNDAY, the 26th instant, at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 21st April, 1918. [440]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RENAVON,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned, on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 12 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 21st April, 1918. [441]

WANTED.

SITUATION as HOTEL MANAGER, ASSISTANT or SECRETARY. Fourteen years' experience in the East.

1st Class reference.

Address—

"ROTYAHC,"

C/o this Office.

Hongkong, 21st April, 1918. [436]

CHINESE NATIONAL BANK.

The National Bank of China has succeeded in subscribing the increased capital of Tls. 5,000,000 so as to make up Tls. 10,000,000 at Tls. 100 per share.

The bank was formerly called Hupu Ying-hong or Bank of the Board of Finance, but now it is called Taching Ying-hong or National Bank of China, which will gradually be developed into a proper Chinese National Bank in the same way as the National Bank of Japan.

The business of the bank for 1917 was very prosperous, so the Directors experienced no difficulty at all in getting the new capital subscribed which was twice over-subscribed in a few days, by the old shareholders without advertising in the native journals.

The bank will hold a meeting of shareholders in Peking on the 6th May next to discuss certain affairs in connection with the printing of bank-notes in both taels and dollars for the Central Government in Peking, for circulation in the Capital and the various Provinces.

The printing office will be modelled after the methods of the Japanese Government Printing Office in Tokio.

As the branch of the bank at Yingkow suffered great losses in 1917 through the recent Tung-sheng ho-fu, the Board of Finance has appointed Taotai Lo Hun-ching as Director at Yingkow with a view to re-organizing the business at that Northern Treaty Port.—*China Critic*.

THE CRIMINAL SESSIONS.

The Criminal Sessions were opened and adjourned by Mr. B. H. J. Gomperts (Police Judge), at the Supreme Court, this morning. According to the calendar no indictment has been framed against Fong Tim, the coolie who was accused of committing an armed robbery at Tai Hang Village, and he was discharged.

At the convening of the Court to-morrow the cases against the three men charged with the infringement of Florida water trademarks and three others with robbery will be heard.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 22nd at 11.25 a.m.—The barometer has risen in N.E. Japan, the depression lying to the North of Hokkaido yesterday having moved into the Pacific.

Pressure has given way quickly over S.W. Japan and the Loochoos, the other depression having deepened considerably. It is now approaching S.W. Japan and moving in an easterly direction.

Pressure remains high over the Pacific to the S.E. of Japan.

Moderate to fresh N. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

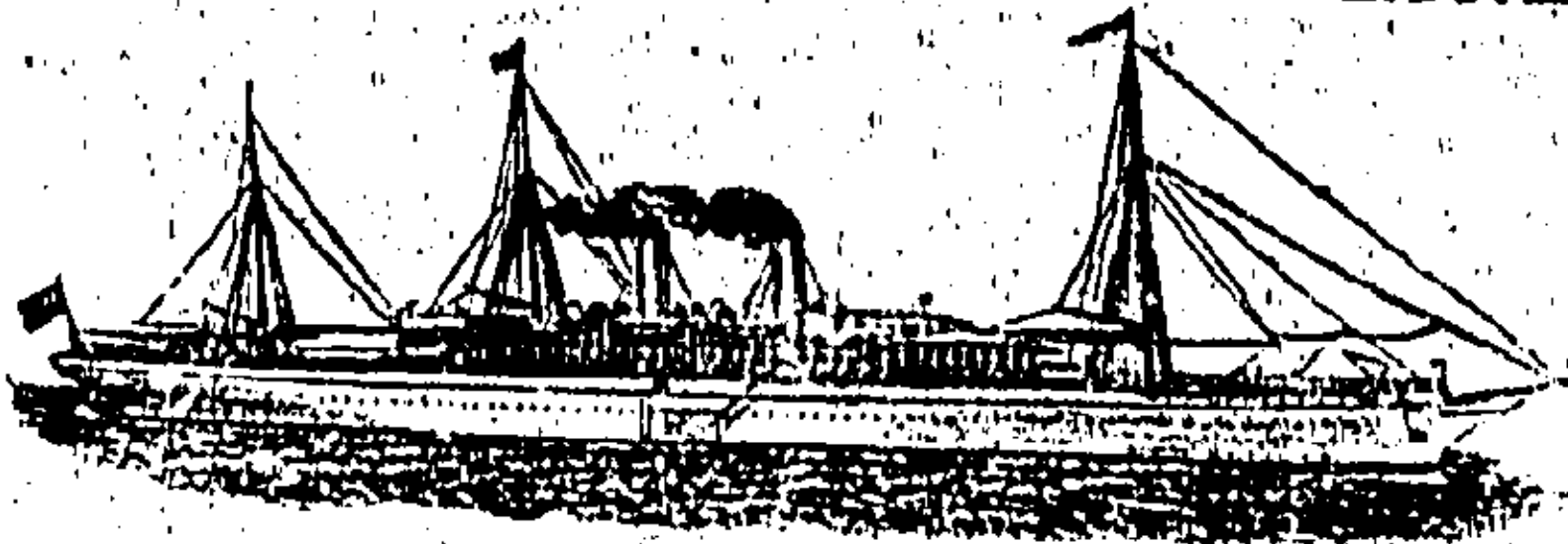
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.00 inches.

FORECAST.

—Hongkong, and Neighbourhood, N. winds, moderate to fine.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line" Saving 1 to 10 Days' Ocean Travel.

Table with 4 columns: Ship Name, Tons, Leave Hong Kong, Arrive Vancouver. Includes ships like Empress of Japan, Empress of China, Empress of India, etc.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

Table with 4 columns: Ship Name, On, For, Return. Includes ships like Kongsang, Kutsang, etc.

The steamers Kongsang, Kutsang and Kongsang leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Hongkong, providing a stay of 5 to 6 days in Japan (passengers leave the same at Yokohama and rejoin at Kobe).

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

CHINA NAVIGATION CO., LIMITED.

Table with 4 columns: Ship Name, To Sail, For, To. Includes ships like Ningpo, Shanghai, etc.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvaried table. A daily qualified surgeon is also carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 4 columns: Steamship, Tons, Captain, For, Sailing Dates. Includes ships like Rubi, Zafiro, etc.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

Steamship (With Liberty to Call at the Malabar Coast). "LOWTHER CASTLE" To sail On or about the 31st May, 1908. For Freight and further information, apply to SHEWAN, TOMES & CO.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE," Captain Helms, will be despatched as above on SATURDAY, the 25th April, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

COMPAGNIE DES MESSEAGERIES MARITIMES. FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "YARRA," Captain Seller, will be despatched for the above Ports on or about MONDAY, the 27th inst.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

PROPOSED SAILINGS FROM HONGKONG. FOR BOSTON AND NEW YORK. S.S. "SIKH" 28th April, 1908. FOR NEW YORK. S.S. "SATSUMA" 9th May, 1908.

THE Steamship "CLAN MACMILLAN" will be despatched for the above Ports on the 7th May, 1908.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENBIGHSHIRE" will be despatched for the above Ports, on or about the 15th May, 1908.

TOYO KISEN KAISHA. SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

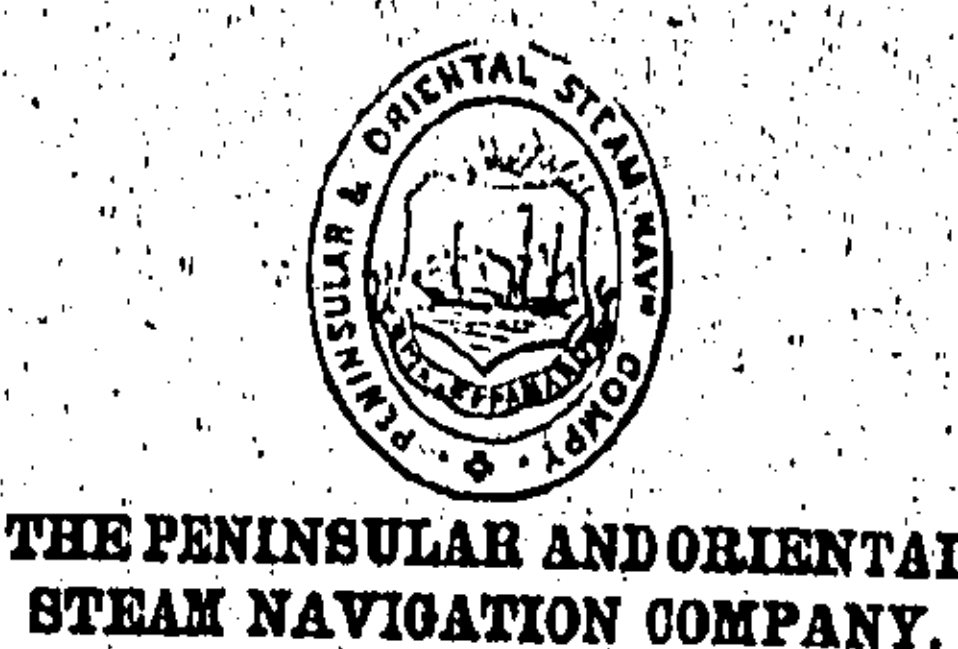
With liberty to call at HONOLULU and SALINA CRUZ. Steamers Tons To sail. KASATO MARU 6,100.

STEAM TO CANTON. THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER. "KWONG SAI" Capt. E. S. CROWE. Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

YUEN ON S.S. CO., LD. SHIO ON S.S. CO., LD. For Freight and further information, apply to SHEWAN, TOMES & CO.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THE Steamship "DEVANHA," Captain T. H. HIDE, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

FOR SINGAPORE, PENANG AND CALUTTA. Captain J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 25th April, at 5 P.M.

THE Steamship "JAPAN," Captain J. G. O'Brien, will be despatched for the above Ports on SATURDAY, the 25th April, at 5 P.M.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY. PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJIB, KOBE AND YOKOHAMA.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED.

Intimations LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, D'AGUIAR STREET, HONGKONG. HONGKONG, 1st September, 1907.

THE NEW FRENCH REMEDY THERAPION.

This successful and highly popular remedy, used in Continental Hospitals by Ricord, Kossin, Robert, Vichy, and others, combines all the desiderata in a medicine: it is pleasant, it is effective, it is safe, it is cheap.

HONGKONG AVERAGE MARKET PRICES.

Table with multiple columns listing market prices for various goods including Butcher Meat, Fruits, Vegetables, Poultry, Fish, etc.

GENERAL KUROPATKIN IN THE VIVRE.

"RUSSIA MUST HAVE A GREAT FLEET."

St. Petersburg, March 18.
General Kuropatkin, who has passed the winter in St. Petersburg in a house which is close to the Duma, has been mixing a good deal in society, and even offered to read a paper on "The Russian Infantry, Judging from their conduct during the late war," in an assembly of officers in the Army and Navy Club here. On March 2, the anniversary of the signature of the Treaty of San Stefano, he attended a ball given in honour of that event by the Bulgarian colony, and is said to have assured one of the Bulgarian nobles present that "Russia is with you," meaning as against Turkey.

As compared with what he was in Manchuria, Kuropatkin looks aged, and slightly unkempt. A local journalist has just had an interview with him, but the former Commander-in-Chief of the Russian forces in the Far East said very little.

Questioned about the situation in the Near East, he said that it would not do for him, a former Minister of War, to speak on such a subject. "I can only say," he added, "that for Russia such a war would be a great misfortune. But if such a war is inevitable then it would be better for Russia to go the whole way, cost what it will, and not to stop when the work is half done, as she did in the case of the late Russo-Japanese war."

The interviewer then asked the General what he thought of those rumours that Japan was again getting ready to attack Russia.

"I cannot say," answered the General, "whether these rumours are based on the truth or not, but I am convinced that Japan is dissatisfied with the results of the recent war."

Kuropatkin believes that if Russia intends to remain a great country, she must have a great fleet. "But our means are limited," he added, "and the more money is spent on the fleet, the more the army will be neglected. Then, as to the type of ships which ought to be built, the naval authorities seem to be divided."

Speaking finally of the Port Arthur trial, the General said that it had been a hardship for everybody, and that the great story of the heroic defence had been spoiled by all sorts of petty intrigues and calumnies. But there was this consideration, that the evidence showed the great bulk of the Russian officers and men to have fought well.—*Pall Mall Gazette.*

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	110 3/16
Do. demand	110 1/16
Do. 4 months sight	110 1/16
France—Bank T.T.	232 1/2
America—Bank T.T.	45
Germany—Bank T.T.	189
India T.T.	139 1/2
Do. demand	142 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T.	74 1/2
Japan—Bank T.T.	90 1/2
Java—Bank T.T.	111 1/2
Buying.	
4 months sight L/C.	110 1/16
6 months sight L/C.	110 1/16
30 days sight San Francisco & New York	46 1/2
4 months sight do.	47 1/2
30 days sight Sydney and Melbourne	110 1/2
4 months sight France	238
6 months sight do.	240
4 months sight Germany	191
Bar Silver	25 1/2
Bank of England rate	3 1/2
Sovereign	116 1/2

Shipping.

Arrivals.	
Kwongsang, Br. s.s., 1,427, W. P. Baker, 21st April—Shanghai 19th April, Gen.—J. M. & Co.	
Kwangtshai, Ch. s.s., 1,536, Wm. H. Lunt, 21st April—Shanghai 19th April, Gen.—C. M. S. N. Co.	
Fukura Maru, Jap. s.s., 1,016, F. Sakamoto, 21st April—Moji 16th April, Coal—M. B. C. & Co.	
Matilda Korner, Ger. s.s., 1,845, M. Dübbers, 21st April—Hamburg 18th April, Coal—J. & Co.	
Duffier, Br. transport, 3,666, Comdr. T. A. L. de Berry, 21st April—Taku 16th April, Ballast—Admiralty.	
Hopsang, Br. s.s., 1,350, J. M. Hay, 21st April—Kantau 15th April, Coal—J. M. & Co.	
Mandall, Nor. s.s., 1,093, K. Gabrielsen, 21st April—Saigon 6th April, Rice—Vallem & Co.	
Phyen, Fr. s.s., 1,299, Bouillon, 21st April—Saigon 16th April, Rice—B. & Co.	
Shantung, Br. s.s., 1,331, Scott, 21st April—Sourabaya 5th April, Sugar—B. & S.	
Loongtang, Br. s.s., 1,050, S. J. Payne, 22nd April—Manila 19th April, Gen.—J. M. & Co.	
Jacob Diederichsen, Ger. s.s., 623, A. Hansen, 22nd April—Pakhoi 16th April, and Hoibow 20th, Cattle and Gen.—J. & Co.	
Prinz Waldemar, Ger. s.s., 1,737, W. van Sander, 22nd April—Yokohama 13th April, Gen.—M. & Co.	
Shantung, Ger. s.s., 1,070, Gosewisch, 22nd April—Bangkok 13th April, and Hoibow 21st, Rice—B. & S.	
Numanilla, Ger. s.s., 4,185, H. Feldmann, 22nd April—Portland, Or. 15th April, Flour—P. & A. S. Co.	
Huichow, Br. s.s., 1,217, E. Forsyth, 22nd April—Tientsin via Chefoo, Amoy and Swatow 21st April, Gen.—B. & S.	
Daijifu Maru, Jap. s.s., 1,001, I. Sakurai, 22nd April—Tientsin via Amoy and Swatow 21st April, Gen.—O. S. K.	
Amiral de Bréhat, Fr. s.s., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Willis and Jack.	
Haiphong, Fr. s.s., 100, Pomfret, 22nd April—Haiphong 18th April, Ballast—Willis and Jack.	
Graveland, Br. s.s., 2,315, Steele, 22nd April—Portland 13th April, and Karatua, 16th April, Wheat—Asgard, Thorson & Co.	

Cleanse at the Harbour Office.
Kwongsang, for Canton.
Kwangtshai, for Chinkiang.
Kwongtang, for Canton.
Changshu, for Amoy.

Diary, in Chefoo, Huichow for Canton. Meifoo, for Shanghai. Taki Maru, for Kobe. Heliopolis, for Durban. Changshu, for Swatow. Sunghang, for Amoy. Monteale, for Shanghai. Amigo, for Hoibow.

April 21.
Prinz Regent Luitpold, for Europe. Prinz Elise Friedrick, for Shanghai, & Montenegro, for Vancouver. Poon, for Shanghai. Changshu, for Australian Ports. Heliopolis, for Coast Ports. Kueichow, for Tientsin. Changshu, for Amoy. Taki Maru, for Kobe. Reider, for Moji. Lokong, for Shanghai. Poon, for Canton. Wunging, for Canton. Chinglu, for Kobe. Helias, for Chefoo. Meifoo, for Shanghai. Tientsin, for Bangkok. Anghin, for Swatow. Wakamatsu Maru, for Chinkiang. Curran, for Singapore. Sunghang, for Manila.

Passenger Arrivals.
Per Mandal, from Saigon—Mr. Chapman. Per Kwangtshai, from Shanghai—Mr. and Mrs. Gamme, and 80 Chinese. Per Kwangtshai, from Shanghai—Messrs. T. N. Rosser, Collins, and Mrs. Smith. Per Shantung, from Bangkok, &c.—Mr. Wanders, Mr. and Mrs. Pook and maid. Per Huichow, from Tientsin, &c.—Mr. and Mrs. MacKay and nurse, Capt. Fellowes Sergie, Body and Cross, and 171 Indian Troops.

Shipping Reports.
Str. Loongtang, from Manila: Fine weather throughout.

Str. Numanilla, from Portland (Oregon): Fair weather.

Str. Shantung, from Bangkok and Swatow: Fine weather last three days, strong N.E. monsoon, strong rain.

Str. Huichow, from Tientsin, &c.: Fine weather with variable winds and smooth sea throughout.

Str. Kwangtang, from Shanghai: Experienced moderate N.W. to N.E. winds with overcast and thick misty weather. 1.30 p.m. off Mirs Bay passed H.M.S. Alacrity and Culmus and two torpedo boats bound N.N.E.

VESSELS IN PORT.

Steamers.	
Amigo, Ger. s.s., 822, Frandsen, 20th April—Haiphong 16th April, and Hoibow 19th, Gen.—J. & Co.	
Bourbon, Fr. s.s., 1,141, Bail, 15th April—Saigon 11th April, Gen.—M. & Co.	
Catherine Ahear, Br. s.s., 1,730, W. D. A. Thomas, 20th April—Calcutta 3rd April, Penang and Singapore 14th, Gen.—D. S. & Co., Ltd.	
China, Br. s.s., 2,385, D. E. Friele, 14th April—San Francisco 17th Mar., Honolulu 23rd, Yokohama 4th April, Kobe 6th, Nagasaki 9th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.	
Dakotah, Br. s.s., 2,540, Ross, 19th April—San Francisco, Kerosine Oil—S. O. Co.	
Drufar, Nor. s.s., 1,734, J. Bing, 20th April—Bangkok 11th April, Rice and Gen.—M. & Co.	
Dunstan, Br. s.s., 2,756, W. Jones, 16th April—New York via Suez 28th Feb., Gen.—S. T. & Co.	
Empire, Br. s.s., 2,843, P. T. Helms, 20th April—Kobe via Hong Kong and Moji 7th April, Gen.—G. L. & Co.	
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 6th April—Vancouver 18th Mar., and Shanghai 4th April, Mails and Gen.—C. P. R. Co.	
Fausarg, Br. s.s., 1,470, H. S. Malkin, 18th April—Saigon 14th April, Rice, Paddy, Meal and Flour—J. M. & Co.	
Friehof, Nor. s.s., 891, O. Andersen, 12th April—Saigon 4th April, Rice Rice-Meal—Asgard, Thorson & Co.	
Hanoi, Fr. s.s., 743, J. P. Poirer, 21st April—Haiphong 16th April, and Kwongchow was 20th, Pigs and Gen.—A. R. H.	
Herman Lucher, Rus. s.s., 1,870, J. Osholung, 18th April—Saigon 6th April, Gen.—B. & S.	
Hilary, Ger. s.s., 2,776, H. Uecker, 17th April—Saigon 12th April, Rice—S. W. & Co.	
Japan, Br. s.s., 3,806, J. C. Offent, 19th April—Moji 15th April, Coal and Gen.—D. S. & Co., Ltd.	
Kiukiang, Br. s.s., 1,228, H. A. Wavell, 21st April—Shanghai 17th April, Gen.—B. & S.	
Landrat Scheiff, Ger. s.s., 1,012, H. Grandt, 9th April—Saigon 4th April, Rice—S. & Co.	
Loyal, Ger. s.s., 1,237, F. Natzius, 21st April—Saigon 14th April, Rice—S. W. & Co.	
Machuan, Br. s.s., 276, G. W. Long, 20th April—Singapore 15th April, Gen.—B. & S.	
Machew, Ger. s.s., 991, R. G. Zollner, 19th April—Bangkok via Kohsichang 12th April, Rice—M. & Co.	
Manchuria, Am. s.s., 8750, J. W. Saunders, 11th April—San Francisco 24th Mar., and Shanghai 16th April, Mails and Gen.—P. M. S. S. Co.	
Ningchow, Br. s.s., 876, H. Allen, 16th April—Yokohama via Japan 12th Mar., Gen.—B. & S.	
Northbrook, Br. s.s., 296, Comdr. Marbur, 14th April—Taku 10th April, Troops—Admiralty.	
Perila, Br. s.s., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec., and Portland, Or. 15th, Flour—O. S. S. Co.	
Phranang, Ger. s.s., 1,011, F. V. Mangelsdorff, 19th April—Kohsichang 12th April, Rice and Teakwood—M. & Co.	
Progress, Ger. s.s., 687, A. Sturve, 16th April—Saigon 11th April, Rice and Gen.—S. & Co.	
Prometheus, Br. s.s., 3,583, G. Moir, 19th April—Shanghai 16th April, Gen.—B. & S.	
Rajah, Ger. s.s., 1,275, R. Peterren, 14th April—Bangkok 7th April, Rice and Timber—B. & S.	
Rubi, Br. s.s., 1,611, R. W. Almond, 20th April—Manila 18th April, Gen.—T. & Co.	
Sambila, Ger. s.s., 2,500, O. Muller, 17th April—Shanghai 14th April, Gen.—H. A. L.	
Shizano Maru, Jap. s.s., 3,950, K. Kawa, 19th April—Seattle 12th Mar., and Shanghai 16th April, Gen.—V. V. K.	
Soshu Maru, Jap. s.s., 1,119, T. Suroga, 20th April—Fochow via Amoy and Swatow 19th April, Gen.—O. S. K.	
Takosun Maru, Jap. s.s., 3,216, I. Futuri, 10th April—Kutchinow, Coal—M. B. K.	
Talshan, Br. s.s., 1,121, J. S. Laing, 19th April—Saigon 14th April, Gen.—B. & S.	
Talwan, Br. s.s., 1,042, J. A. Martin, 17th April—Hankow 14th April, Salt—Chingay.	

Tijilwong, Dut. s.s., 506, N. van Wyck Junr, 19th April—Macassar 21st Mar., and Batavia 7th April, Gen.—J. C. J. L. Yurimo Maru, Jap. s.s., 2,550, N. Kobayashi, 17th April—Japan 12th April, Coal—O. S. K.

Steamers Expected.

Vessel	From	Agents	Date
Brigavia	Singapore	H. A. L.	April 24
Samatra	Singapore	P. & O. Co.	April 25
Kutiang	Singapore	J. M. & Co.	April 26
Yarra	Singapore	M. M.	April 27
Onsang	Singapore	J. M. & Co.	April 29
Nippon Maru	Japan	T. K. K.	May 1
Calcutta	Calcutta	J. M. & Co.	May 1
Eastern	P. Darwin	G. L. & Co.	May 1
P. Sigismund	Sydney	M. & Co.	May 2
Emp. of China	Vancouver	C. P. R. Co.	May 6

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
Sorsogon	at Kowloon Dock
H.M.S. King Alfred	"
H.M.S. Harrier	"
Chantaboon	"
Landrat Scheiff	at Cosmopolitans

The Ships Passed Canal.

3rd March—Benalder, Hobbsburg. 6th March—Atyana, Achilles, Sado Maru, Armada Bihle, C. Ferd Lassie, Heliopolis, Prinz Heinrich, 10th March—Danubio, Des of Atrile, Palawan, Sileta, (Ger.) 8th March—Alchoua, Calcutta, Oceania, Tien. 17th March—Nippon, Yokohama, Sengoku, Kio, Chienan, Chikudun, Headly. 21st March—Kluhi, Australia, Glaucon, Oanfa, Binge Maru, Kawagawa Maru, Poono, Korana. 27th March—Brigitte, Canton, Dismal, Ernst Sim, ni, Sumatra, Jettie, Machuan, Kuluwa, 1st March—31st March—Tunkai, G. 1st April—Goeben, Candia, Palma, Yarra, Culambo Maru, Kawachi Maru, Yangtze, 7th April—Benary, Flintheite, Indramaha, Trelek, Ellen Rickmers, Nubia, St. George, 10th March—Agamemnon, Ceylon, Scandia, Soudier, Stentor, Tonkin, Hakkala Maru, Pelen, Tetsuna, 14th April—Ching Wo, Colombo Maru, Tunkai, Kawachi Maru. Arrivals at Home—3rd March—Meyun, Hakata Maru, Yarra, Sanyuki, 6th March—Toku, 12th March—Aragonia, Habiburg, 18th March—Prism, Prinz Heinrich, Sudo Maru. 17th March—Atyana, Siam, 20th March—C. Ferd Lassie, Glenavon, 27th March—Kluhi, Nippon, Binge Maru, Errol, Alpeng, Palawan, 31st March—Telenachus, Ernest Simons, 7th April—Antenor, Durandus, 10th April—Ganze, Goch, N. Rhenau, Saxonica, 14th April—Meinam, Aulria, Brumar, Bulow, Ceylon Maru, Slavonia, Cardiganhire, Nijal Novgorod.	
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CHINA COAST METEOROLOGICAL REGISTER.

April 21st, 1908, a.m.	
Vessel	Bar. Th. Hu. Wind Wt.
Vladivostok	7 a.m. 30.08 — 8 6
Nemuro	6 a.m. 30.09 — SW 8
Hakodate	6 a.m. 30.10 — W 2
Kochi	6 a.m. 30.11 — SW 2
Nagasaki	6 a.m. 30.12 — SE 8
Kagoshima	6 a.m. 30.13 — NE 6
Oshima	6 a.m. 30.14 — SE 4
Naha	6 a.m. 30.15 — SE 2
Ishigakijima	6 a.m. 30.16 — E 6
Bonin Is.	6 a.m. 30.17 — E 4
Chefoo	6 a.m. 30.18 47 100 — 0 b
Weihaiwei	6 a.m. 30.19 47 — N 1 b
Hankow	6 a.m. 30.20 47 89 — N 1 b
Kinkiang	6 a.m. 30.21 47 — NW 1 b
Shanghai	6 a.m. 30.22 47 94 — NW 1 om
Amoy	6 a.m. 30.23 47 95 — NW 1 om
Swatow	6 a.m. 30.24 47 95 — NW 1 om
Taihook	6 a.m. 30.25 47 — E 4
Taichu	6 a.m. 30.26 47 — E 4
Tainan	6 a.m. 30.27 47 — N 2
Koshun	6 a.m. 30.28 47 — N 2
Pearl Harbor	6 a.m. 30.29 47 — N 4
Canton	6 a.m. 30.30 47 95 — E 1 b
Hongkong	6 a.m. 30.31 47 95 — E 2 b
Hongkong	6 a.m. 30.32 47 — E 3
Cap Rock	6 a.m. 30.33 47 — ENE 3
Vico	6 a.m. 30.34 47 — NE 3
Huichow	6 a.m. 30.35 47 — —
Shanghai	6 a.m. 30.36 47 — —
Touran	6 a.m. 30.37 47 — NW 1 c
C. St. James	6 a.m. 30.38 47 — SW 1 c
Aparr	6 a.m. 30.39 47 — S 1 b
Manila	6 a.m. 30.40 47 — E 1 b
Legaspi	6 a.m. 30.41 47 — E 1 b
Nacole	6 a.m. 30.42 47 — NE 1 b
Joilo	6 a.m. 30.43 47 — NE 1 c
Cebu	6 a.m. 30.44 47 — SE 1 c
Labuan	6 a.m. 30.45 47 — —

April 22nd, 1908, a.m.

Vessel	Bar. Th. Hu. Wind Wt.
Vladivostok	7 a.m. 30.08 — — 0
Nemuro	6 a.m. 30.09 — — 0
Hakodate	6 a.m. 30.10 — — 0
Kochi	6 a.m. 30.11 — — SE 4
Nagasaki	6 a.m. 30.12 — — SE 8
Kagoshima	6 a.m. 30.13 — — SE 6
Oshima	6 a.m. 30.14 — — SE 6
Naha	6 a.m. 30.15 — — S 4
Ishigakijima	6 a.m. 30.16 — — NW 2
Bonin Is.	6 a.m. 30.17 — — E 4
Chefoo	6 a.m. 30.18 46 65 — S 1 b
Weihaiwei	6 a.m. 30.19 46 65 — W 1 b
Hankow	6 a.m. 30.20 46 83 — SE 1 b
Shanghai	6 a.m. 30.21 46 60 — NW 1 b
Gutslaff	6 a.m. 30.22 46 83 — NW 2 cm
Sharp Peak	6 a.m. 30.23 46 84 — N 1 c
Amoy	6 a.m. 30.24 46 85 — NE 4 c
Swatow	6 a.m. 30.25 46 85 — NE 1 b
Taichu	6 a.m. 30.26 46 — E 4
Tainan	6 a.m. 30.27 46 — N 4
Koshun	6 a.m. 30.28 46 — N 0
Pescadore	6 a.m. 30.29 46 — W 8
Canton	6 a.m. 30.30 46 61 — NW 1 c
Hongkong	6 a.m. 30.31 46 — NNE 1
Victory Peak	6 a.m. 30.32 46 — NNE 2
Gap Rock	6 a.m. 30.33 46 — N 3 c
Macao	6 a.m. 30.34 46 — —
Huichow	6 a.m. 30.35 46 — —
Pakhoi	6 a.m. 30.36 46 — NW 3 c
Phailien	6 a.m. 30.37 46 — NW 3 c
Touran	6 a.m. 30.38 46 — NW 3 c
O. St. James	6 a.m. 30.39 46 — NW 3 c
Aparr	6 a.m. 30.40 46 — SW 1 b
Manila	6 a.m. 30.41 46 59 — W 1 b
Legaspi	6 a.m. 30.42 46 — ENE 1 c
Nacole	6 a.m. 30.43 46 — NE 1 b
Joilo	6 a.m. 30.44 46 — SE 1 c
Cebu	6 a.m. 30.45 46 — —
Labuan	6 a.m. 30.46 46 — —

Barometer 30.01 29.59
Temperature 70 74
Humidity 85 81
Rainfall —

Post Office.

A Mail will close for:

Quongchow, Hoibow, Pakhoi, and Haiphong—Per Hanoi, 17th April, 9 a.m.
Nagasaki and Vladivostok—Per Kowloon 23rd April, 11 a.m.
Yokohama, Kobe and Moji—Per Tjilwong, 23rd April, 11 a.m.
Bangkok—Per Rajah, 23rd April, 1 p.m.
Macao—Per Sai Tai, 23rd April, 1.15 p.m.
Ningpo, Shanghai and Chinkiang—Per Kwailin, 23rd April, 3 p.m.
Manila, Fr. Wilhelmshafen, Simpsonhafen, Herbertshöhe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per Prinz Waldemar, 23rd April, 4 p.m.
Amoy and Manila—Per Rubi, 23rd April, 4 p.m.
Swatow, Singapore and Bangkok—Per Mackay, 23rd April, 5 p.m.
Hoibow and Pakhoi—Per Jacob Diederichsen, 23rd April, 5 p.m.
Swatow, Amoy, Fochow and Shanghai—Per Soshu Maru, 24th April, 8 a.m.
Macao—Per Sai Tai, 24th April, 1.15 p.m.
Manila—Per Loonesang, 24th April, 3 p.m.
Swatow, Amoy, Fochow and Shanghai—Per Ching Maru, 25th April, 8 a.m.
Moji, Yokohama and Portland, Or.—Per Numanilla, 25th April, 10 a.m.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per Empire, 25th April, 10 a.m.
Shanghai—Per Kwongtang, 25th April, 10 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 25th April, 11 a.m.
Macao—Per Sai Tai, 25th April, 1.15 p.m.
Singapore, Penang and Calcutta—Per Japan, 25th April, 1 p.m.
Shanghai—Per Atyana, 25th April, 3 p.m.
Hoibow and Haiphong—Per Sengon, 25th April, 5 p.m.
Singapore, Amoy and Fochow—Per Hailan, 26th April, 9 a.m.
Swatow, Amoy and Tamsui—Per Daijin Maru, 26th April, 9 a.m.
Kunming, India, via Tuticorin—Per Armada Bihle, 28th April, 11 a.m.
Shanghai, Moji, Kobe, Shimidzu, Yokohama, Victoria, B.C. and Seattle—Per Shizano Maru, 28th April, 1 p.m.
Singapore, Penang and Colombo—Per Inaba Maru, 28th April, 5 p.m.
Shanghai, Yokohama, Kobe and Moji—Per Kulsang, 1st May, 11 a.m.
Singapore, Penang and Calcutta—Per Nippon, 1st May, 2 p.m.
Manila—Per Yungang, 1st May, 3 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Manchuria, 1st May, 5 p.m.
Moji and Palma Cruz—Per Landrat Scheiff, 2nd May, 4 p.m.

VISITORS AT THE HOTEL.

HONGKONG.

Adams, P. R.
Aitken, A.
Aguado, T.
Arnold, C.
Atkinson, W. M.
Balticcombe, H. G.
Benson, R.
Bisbee, J.
Blaney, Mr. & Mrs. S.
Black, Dr. G. D. R.
Black, N. A.
Blinn, A. B.
Bomard, E.
Brayfield, T.
Brighton, F. C.
Brown, R.
Bulmer, J. H.
Bunker, Mr. and Mrs. C. W.
Burgess, R. C.
Burl, L.
Bussiere, S. C. de
Caillet, C.
Canna, M.
Carpenter, E. W.
Cavin, H. E.
Coke, W. A.
Cochran, J. C.
Cock, A. H.
Douglas, U. S. N. Lieut. Comdr. and Mrs.
Fisher, F. C.
Fischer, S.
Franklin, C. B.
Franks, F. W.
Frost, B. L.
Fuller, Denman
Gibson, Adam
Griff, A. C.
Guthrie, Miss
Harris, J. C.
Harrison, J. L.
Hollibaugh, F. A.
Hulst, Mrs. S.
Hymn, Geo.
Innes, Capt. R.
Jackson, Miss
Joseph, Mr. R.
Joseph, Mr. and Mrs. E. S.
Kailter, T.
Kremer, P.
Adwards, Comdr. and Hutchison, Capt. and Mrs.
Armstrong, Mr. & Mrs. Kent, R. A. Col.
Armit ong, J.
Austin, P.
Brierley, Mrs.

